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ECONOMIC COMMISSION FOR AFRICA

REPORT OF THE MEETING BETWEEN FINANCIAL INSTITUTIONS AND AFRICAN INTERGOVERNMENTAL ORGANIZATIONS TO EXPLORE STRATEGIES FOR FINANCING THE UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE PROGRAMME

(Addis Ababa, 14 & 15 June 1984)

A. Organization

1. The meeting between financial institutions and African intergovernmental organizations to explore strategies for financing the programme of the United Nations Transport and Communications Decade in Africa was held in Addis Ababa, Ethiopia, from 14 to 15 June 1984 in conformity with resolution ECA/UNTACDA/Res.84/45 adopted in Conakry, Guinea, in February 1984 by the fourth Conference of African Ministers of Transport, Communications and Planning.

B. Attendance

2. Representatives of the following financial institutions and African intergovernmental organizations attended the meeting: the World Bank, the African Development Bank (ADB), the Banque de developpement des Etats de l'Afrique Centrale (BDEAC), the Fund of the West African Economic Community (CEAO), the Fund of the Organization of Petroleum Exporting Countries (OPEC), the Banque Ouest-Africaine de developpement (BOAD), the Economic Community of West African States (ECOWAS), the Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR) and the Organization of African Unity (OAU).

C. Opening of the meeting

3. In his opening statement Mr. Adebayo Adedeji, The Executive Secretary of ECA, recalled that the meeting was in pursuance of resolution ECA/UNTACDA/Res.84/45 adopted in February 1984 in Conakry, Guinea, by the fourth Conference of African Ministers of Transport, Communications and Planning.

4. In considering the financing secured for the first Phase, the ministers had realized that only 25 per cent of such financing had come from the international community. Africa was certainly proud of contributing such a substantial amount of the financing secured (75 per cent) which demonstrated its commitment to the implementation of the Decade programme; it was, however, clear that much greater efforts were required to persuade external sources of financing to make greater commitments to the financing of Decade projects. The ministers had therefore deemed it necessary to meet at the very beginning of the second phase with financial institutions for a thorough review of the methods used to secure funds for first phase projects and to design more effective methods for use during the rest of the Decade.

5. The economic crisis affecting African countries was even harsher in the second phase than in the first and it would therefore be very difficult for African Government to mobilize national resources to the same extent as they had done for the first phase. Financial institutions therefore needed to work with ECA to find a solution to the problem of mobilizing external resources, which was the main reason why the meeting was being held.

D. Organization of work

6. Mr. Adedeji chaired the opening session of the meeting. Mr. Baba Moussa, President of the Banque Ouest-africaine de developpement (BOAD) agreed to chair the closing session at the request of the ECA Executive Secretary, who had other engagements.

7. The following agenda was adopted:

1. Opening of the meeting by the Executive Secretary of ECA

2. Adoption of the agenda and organization of work

3. Examination of and observations on the second phase programme of the Decade

4. Areas of special interest to financial institutions in the transport and communications sectors and possible planned allocation of lending or investment in these areas

5. Preparation and presentation of programme projects in an acceptable way to, and easy preliminary consideration by financial and donor institutions, including procedures for project submissions by African countries

6. Ways and means of generating funds for Decade Projects and various possible approaches to financing important large-scale regional/subregional and national projects

7. Closure of the meeting.

8. Discussions on items 3 to 6 were based on documents prepared by ECA secretariat. The meeting felt that items 4 to 6 covered the fundamental issues; it was therefore decided not to follow the agenda strictly and to be flexible in view of the interdependence of the subjects considered.

9. It was also decided that the report of the meeting would be presented as a summary followed by recommendations.

10. The following work programme was adopted:

Thursday 14 June

9 a.m. - 12 p.m.:	Registration
3 p.m. - 6 p.m.:	Full working session
	(a) Opening of the meeting
	(b) Adoption of the agenda and work programme
	(c) Consideration of agenda items

Friday 15 June

9 a.m. - 12 p.m.	Private consultations between financial institutions and African intergovernmental organizations
3 p.m. - 6 p.m.	Full working session
	(a) Continuation of discussions
	(b) Drafting of recommendations
	(c) Closure of the meeting

INTRODUCTION

11. When the first phase of the Decade ended in December 1983, the experience acquired with respect to financing had to be quickly assessed in order to make use of it in the second phase especially.

12. At their meeting in Conakry in February 1984, the African ministers of transport, communications and planning thoroughly considered the results of the first phase; they realized that there were considerable divergences between the achievements and objectives of the global Decade strategy which they felt, were attributable among other things to the low donor participation in financing the programme (about 25 per cent of financing secured) and the little interest shown by donors in regional and subregional projects.

13. By resolution ECA/UNTACDA/Res.84/31 entitled "Ways of Mobilizing Funds to implement the Programme for the Second Phase (1984-1988) of the Decade: Role of Funding Agencies" the ministers requested the Executive Secretary of the Economic Commission for Africa to organize, in co-operation with OAU, a meeting with the funding agencies before the end of the first half of 1984 in Addis Ababa, with a view to improving the financing of the programme for the second phase of the Decade. The current meeting was therefore in pursuance of that resolution.

I. Summary of discussions

14. All the participants agreed that the most important points to be stressed during the meeting were the following:

(a) Action needed to reconcile the objectives of the Decade with the policies of donors;

(b) Approaches to the financing of large-scale regional, subregional and national projects.

Discussions on the above should lead to specific recommendations to ECA, the financial institutions and member States.

A. Role and terms of reference of financial institutions

15. Considerable criticism was very often levelled against financial institutions, African ones in particular, by intergovernmental organizations. The usual criticisms were the following:

(a) Funding agencies favoured some specific areas and imposed their views on States;

(b) They encouraged national projects at the expense of regional and subregional projects while national projects were not always included in the Decade programme;

(c) The policies of African funding agencies did not always reflect the policies of their member States; specifically, the new policies on integration set out in the Lagos Plan of Action were ignored;

(d) African intergovernmental organizations were not considered suitable partners;

(e) The procedures for releasing funds were slow and complicated.

16. Such criticism showed that the role of funding agencies was often misunderstood. The funding agencies therefore quickly summed up their activities and terms of reference.

The OPEC Fund

17. The Fund allocated resources globally every two years to each country; it was however up to each country and not the Fund to decide in which sectors (transport and communications for example) to invest such resources.

18. Since the Fund did not evaluate projects, it was the responsibility of the countries concerned to ensure that the projects submitted for funding (including regional projects) were those on which thorough studies had already been carried out (for example by ADB or the World Bank).

19. The Fund could even provide balance-of-payments support.

The African Development Bank (ADB)

20. In the area of transport and communications, the Bank was very involved in maintenance, rehabilitation, and training projects as well as the construction of new infrastructure. ADB projects were strongly patterned after World Bank projects and before ADB agreed to finance any project every aspect there of - economic, social, management and financial - had to be considered as well as the solvency of the country concerned and the soundness of the assumptions on which the studies had been based. Although that phase was long it had to be carried-out.

21. ADB could finance feasibility studies, and funds for such studies came from three different sources:

(a) Bilateral aid: some States, such as France, the Federal Republic of Germany, Belgium, Canada, the Nordic countries and the United States of America, made interest-free loans available to the countries through the Bank;

(b) The African Development Fund (AfDF): five per cent of AfDF resources were earmarked for economic, legal, market and feasibility studies;

(c) ADB: exceptionally, ADB could provide loans for studies.

22. With respect to the allocation of resources for regional and subregional projects, there were no longer any ceilings on the Bank's assistance but such assistance had to be guaranteed by the States.

The Banque ouest-africaine de developpement (BOAD)

23. The Bank's operations were based on the "General Policy Declaration" adopted by the Heads of State when the Bank was created. The document stated that the primary purpose of BOAD was to promote the integration of member countries of the West African Monetary Union (UMOA) and that 65 per cent of resources were therefore to be allocated to integration projects i.e. regional and subregional projects. The Bank's constitution also stated that only projects presented by States and their public bodies could be financed by the Bank.

24. Consequently, intergovernmental organizations could not themselves ask for regional and subregional projects to be financed, but had to apply through State members; however, BOAD had a special fund for financing feasibility studies on regional and subregional projects.

25. Countries were free to work out their own priorities in presenting projects because the Bank did not steer them towards any particular areas.

The Banque pour le developpement des Etats de l'Afrique centrale (BDEAC)

26. The constitution of the Bank provided that 50 per cent of its resources should be allocated to regional and subregional projects but that only member States and their public bodies could borrow from the Bank. Very detailed documents had to be presented before funds could be released.

B. Financing regional and subregional projects

27. One of the major issues raised during the meeting was the difficulty in securing financing for regional and subregional projects during the first phase; priorities were almost inverted since national projects were clearly favoured over projects on integration which were neglected.

28. However, regional and subregional projects were of higher priority, individual countries had to little external trade for national projects to be economically viable, and national projects therefore did not yield the expected results. A collective regional effort yielding immediate returns was needed, hence the pressing need to find strategies for financing such projects.

29. The questions and comments made to financing institutions could be summed up as follows:

(a) The financing agencies were asked whether despite the fact that they gave preference to national projects they could not adopt criteria which would enable them to consider regional and subregional projects;

(b) Donors were asked what guarantees they required for such projects;

(c) Financing agencies were asked whether they would allow intergovernmental organizations to present regional and subregional projects;

(d) African financing agencies were supposed to adopt policies that reflected those of their member States; however their member States had adopted a new approach as set out in the Lagos Plan of Action and Final Act of Lagos. If African financing agencies did not follow the Lagos Plan of Action participants wondered how other donors could be persuaded to do so.

30. The ensuing discussions among participants threw some light on a number of issues.

31. The constitutions of financial agencies stipulated that member States themselves or their public bodies should present and justify any project, particularly regional or subregional projects. However, countries submitted very few such projects to the financing agencies; they seemed to be rather reluctant to get involved, because projects of that kind were often hard to organize in view of the varying interest, of the countries concerned. The example of BOAD was telling: the bank's constitution provided that 65 per cent of its resources were to be earmarked for financing regional and sub-regional integration projects. What happened was the exact opposite - 70 per cent of resources went to national projects because member States presented very few regional and subregional projects to BOAD for financing and even the feasibility studies on such projects were not considered as priorities by those member States. It was, however, difficult to accuse member States of giving national projects priority; the scanty resources available forced drastic choices on African leaders who preferred allocating such resources to immediate problems and relegating integration projects to the longer term.

32. Thus it was the member States themselves and not the financing agencies that should be blamed for the divergence from the priorities set in the Lagos Plan of Action and the global strategy of the Decade. African financing agencies did not have priorities and policies other than those of their member States. ECA, the intergovernmental organizations and financing agencies should point out the above contradictions to the Heads of State and indicate their responsibilities to them.

33. Some proposals were made which could get donors more involved in regional and subregional projects. For example, the World Bank had decided to finance some regional and subregional projects over and above IPFs; however, those projects still had to be presented and justified by the countries concerned. ECA could also suggest that the ministers should authorize intergovernmental organizations to set up regional funds because intergovernmental organizations had been presenting more and more requests for financing while they could not borrow. On the other hand, intergovernmental organizations could present such projects to banks because the banks should know exactly who the promoters were. Regional and subregional organizations should play key roles during the second phase of the Decade because implementation of the Decade programme required close collaboration between ECA, intergovernmental organizations, financing agencies and governments.

34. Although it had been pointed out that if the initiative of implementing integration projects had to be taken by countries such projects were likely to languish, it was generally agreed not to take issue with the fact that all projects, regardless of their nature, had to be submitted by member States. Finally, in the light of the experience acquired, the proposal to earmark a certain portion of available funds for regional and subregional projects was not adopted because the funds might not be used.

C. Financing the Decade programme

35. Securing financing for the second phase was going to be particularly difficult because of the scale of the programme. The discussions between ECA, the financing agencies and African intergovernmental organizations mainly covered the following points:

(a) During the first phase many if not most of the projects financed were not included in the Decade programme. It was wondered whether financing agencies could not ask why such projects were not included in the Decade programme and why pricrities had been changed;

(b) It was wondered whether common criteria for accepting or rejecting projects could not be adopted by all financial institutions instead of the current arrangement where each institution presumably need its own;

(c) It was suggested that ECA might, like UNDP, be involved in negotiations between countries and financing agencies or at least be available to answer questions on the projects presented; the same could apply to inter-governmental organizations. Such involvement would be of great assistance to financing agencies;

(d) Project preparation varied from donor to donor; it would be simpler if all parties concerned spoke the same language. Consequently, ECA should have specimen applications for bankable projects which could be adapted to the requirements of the Decade; this would eliminate non-viable projects from the outset. It was wondered whether ECA could count on the general support of financial institutions in this;

(e) The better-off countries had received the most funding. It was wondered whether a system could not be worked out for sharing the costs of projects for opening up land-locked countries between the transit and land-locked countries;

(f) It was suggested that donors should announce in advance the amounts they intended to contribute to the Decade programme, to provide an idea of the total amount which would be available;

(g) It was agreed that although technical consultative meetings were very useful they did not attract many donors; it was suggested that other means should be found of attracting funds.

36. With respect to the financing of projects that were not included in the Decade programme, financing institutions could only respect the decisions of member States; in the overwhelming majority of cases a transport project, for example, was only one component in a much wider range of projects. There were therefore grounds to wonder whether African countries were sincere when they stated that the Decade programme was a priority. The priority transport or communications projects they submitted should be included in the Decade. Member States should therefore be strongly recommended to support the Decade programme when contacting financing institutions. The financing institutions for their part agreed to help ECA in the following way: if a project were presented to them as a priority and was included neither in the national development plan nor the Decade programme, they would ask why there had been a change in priorities.

37. On the other hand, it was not deemed desirable to associate ECA in decisions on the financing of projects: the process of approving projects was long and slow and the decision was taken at the very end of the process; moreover, since ECA's task was to implement the Decade programme, its comments could be biased.

38. Since not all countries could present projects in a bankable format they required assistance. For example, ADB organized seminars for officials who prepared projects in their countries. ECA could help in conducting such seminars on project formulation. "Far-fetched projects" would then be quickly eliminated; on the other hand, where had been studies conducted, the preparation of a report showing that all the problems had been solved would considerably speed up the process of granting financing. Intergovernmental organizations were doing useful work and co-operating with financing institutions along those lines. It was recalled that for their evaluation reports financing institutions required preliminary studies with several variants and detailed studies on the variant selected.

39. Some suggestions were made on fresh methods of seeking financing. For example, small co-financing meetings could be held for specific projects; special funds could be established for some categories of projects; each financing institution could select a sub-programme and endeavour to participate in its implementation, thus improving co-operation among donors and avoiding

situations where the same projects were analysed by several funding agencies; finally, more efforts could be made to finance studies. In any case ECA had to play a more crucial role in mobilizing funds.

40. The financing institutions stated clearly that they could only announce contributions for the transport and communications sector as a whole and that it was not possible to indicate the proportion that would be allocated to the Decade.

41. Finally, in reply to a remark that financing institutions did not always follow up expressions of interest in some projects, the institutions pointed out that countries were sometimes slow in contacting donors who had expressed interest in their projects. ECA should therefore set up a mechanism for following up projects more efficiently.

D. Comments on the second phase programme

42. During the meeting, the financing institutions made some comments on the second phase programme of the Decade.

43. It was felt that although the minimum programme was ambitious it had to be implemented; this obviously required Governments and donors to be equally committed. Project presentation documents were generally felt to be inadequate, whence the need to go into the field to seek further information; in fact the Decade programme served as a project identification document for the financing institutions. The financing institutions finally reminded the meeting that many countries had considered the Decade as a source of additional funding and that during the second phase they should not make the same mistake.

E. Any other business

44. It was repeatedly stated that procedures for obtaining financing needed to be simplified and speeded up. However, some phases could not be avoided. When a donor received a request for financing a project that donor first of all had to verify whether the project was suitable and check on the solvency of the country, which was very important. If thorough studies had already been carried out on the project the process was much faster. The Decade projects therefore had to be classified in the following manner:

(a) Projects on which studies were available;

(b) Projects at an advanced stage of preparation;

(c) Projects that did not need to be justified by studies;

(d) Projects that were difficult to justify (for example "Far-fetched projects").

45. Where necessary, studies could be carried out by specialized institutions such as UNDP, the World Bank and sometimes ADB. However, projects should mainly be promoted by States because financing institutions could not be promoters of projects.

RECOMMENDATIONS

A. Recommendations to ECA

Participants in the meeting between financing institutions and African intergovernmental organizations held in Addis Ababa on 14 and 15 June 1984 recommend, in line with resolution ECA/UNCTACDA/RES.84/45, that ECA should:

(1) Classify Decade projects according to their state of advancement so as to enable donors to evaluate those projects that could be implemented before the end of the Decade;

(2) Play a more active role in following up the implementation of the Decade programme in the field;

(3) Draw the attention of African Governments to the contradictions between regional objectives which they say are priorities and the loans actually made to them which are very clearly in favour of national projects;

(4) Assist member States to present their projects in bankable formats; for that purpose, ECA should have access to some of the confidential documents of the financial institutions;

(5) Collaborate with intergovernmental organizations and co-ordinate their efforts to mobilize resources and, to that end, organize technical consultative meetings on project financing with the assistance of ADB;

(6) Submit, well in advance for the consideration of financial institutions, the documents prepared for technical consultative meetings in order to allow the managements of financial institutions to make firm decisions on the projects presented.

B. Recommendations to financial institutions

The participants in the meeting between financial institutions and African intergovernmental organizations held in Addis Ababa on 14 and 15 June 1984 recommend, in line with resolution ECA/UNCTACDA/RES.84/45, that financial institutions should:

(1) Try to establish special funds for financing studies whenever such funds do not exist; such funds should be made available as grants or concessional loans so that they can also be used to finance proposed regional and subregional studies;

(2) Collaborate with regional organizations such as ECA, and with subregional intergovernmental organizations, to ensure that the priorities accorded to regional and subregional projects are respected;

(3) Endeavour, in their loan programmes and policies, to meet the aspirations of African leaders to attain the physical integration of Africa through the establishment of a pan-African Transport and Communications network;

(4) Identify those projects that they are willing to finance after such projects have been classified by ECA and to inform the latter and the countries concerned so that they can make appropriate arrangements and look for co-financing for very large projects.

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C. Recommendations to member States

The participants in the meeting between financing institutions and African intergovernmental organizations held in Addis Ababa on 14 and 15 June 1984 recommend, in line with resolution ECA/UNCTACDA/RES.84/45, that member States should:

(1) Strive to implement the national projects included in the Decade programme;

(2) Co-operate with neighbouring States in implementing the regional and subregional projects that concern them;

(3) Ask lending agencies to finance only those projects that are included in the Decade programme;

(4) Follow, as far as possible, the objectives of the Lagos Plan of Action with respect to the integration of Africa by giving priority to the financing and implementation of regional and subregional projects.

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REPORT OF THE EIGHTH MEETING OF THE INTER-AGENCY CO-ORDINATING COMMITTEE ON THE UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

Addis Ababa, 12 to 14 January 1985

A. ORGANIZATION

1. The eighth meeting of the Inter-agency Co-ordinating Committee for the United Nations Transport and Communications Decade was held at Addis Ababa, Ethiopia from 12 to 14 January 1985 under the Chairmanship of Professor Adebayo Adedeji, Executive Secretary of the Economic Commission for Africa.

B. ATTENDANCE AND PARTICIPATION

2. Representatives of the following United Nations organizations and specialized agencies and African inter-governmental organizations took part in the work of the meeting: United Nations Development Programme (UNDP), United Nations Educational, Scientific and Cultural Organization (UNESCO), International Civil Aviation Organization (ICAO), Universal Postal Union (UPU), International Telecommunication Union (ITU), African Civil Aviation Commission (AFCAC), Agence pour la securité de la navigation aérienne en Afrique et à Madagascar (ASECNA), Economic Community of the Great Lakes Countries (CEPGL), Organization of African Unity (OAU), Pan-African Postal Union (PAPU), Pan-African Telecommunications Union (PATU), Port Management Association for Eastern and Southern Africa (PMAESA), Port Management Association of West and Central Africa (PMAWCA), Preferential Trade Area (PTA) for Eastern and Southern Africa, Trans-African Highway Authority (TAHA), Trans-East African Highway Authority (TEAHA), and Union of National Radio and Television Organizations of Africa (URTNA). The following participated in the meeting as observers: United Nations Industrial Development Organization (UNIDO), World Food Programme (WFP), Office of the United Nations High Commissioner for Refugees (UNHCR), International Labour Organisation (ILO), World Health Organization (WHO) and World Meteorological Organization (WMO).

C. OPENING OF THE MEETING

3. The meeting was opened by Prof. Adebayo Adedeji, Executive Secretary of ECA, who, in his opening statement emphasized the acute economic difficulties facing Africa at the present time. Indeed, he himself had presented a Special Memorandum on Africa's Economic Crisis to the mid-year session of ECOSOC in 1984 and the 20th summit of the OAU Heads of State and Government had also dealt with Africa's growing economic difficulties and decided that the 1985 summit would be basically concerned with this problem. In its turn, the 39th session of the General Assembly of the United Nations had devoted considerable attention to the matter and had adopted by consensus a declaration on the African economic and social situation.

4. It was against this background of enormous difficulties that the eighth meeting of the Committee was being held. The members of the Committee, as they considered the various items on the agenda, ought to consciously bear in mind the need to redouble efforts to provide Africa with a transport and communications network that would serve it well in times of distress.

5. Prof. Adedeji cautioned against the atmosphere of gloom resulting from the present crisis detracting attention from some of the other worthwhile endeavours commenced before the onset of the crisis. While it was undeniable that the immediate problems were drought and food self-sufficiency, sight should not be lost of the greater task of the overall improvement of Africa's economic plight, a task in which the development of adequate transport and communications services figured so prominently.

6. In reviewing the items on the agenda of the meeting, he underscored the need for other agencies to supplement ECA's report on the activities undertaken in 1984 with their account of their own activities in order to complete the picture of what was done. As regards ECA's efforts to collect data on the physical evaluation of both phase one and phase two programmes, the numerous difficulties encountered deserved close attention by the Committee so that a better way could be found of information gathering.

7. In connection with efforts to mobilize financing for the Decade programme, a meeting had been organized in June 1984 between financial institutions and African inter-governmental organizations with a view to exploring new ways of financing the programme of the second phase. The Committee would be appraised of the follow-up action taken by ECA after the meeting. The main method of mobilising financial resources still remained the technical consultative meetings and the Committee would be given a report on the outcome of those that had been held and on preparations made for the forthcoming ones. In this regard, he commended the co-operation which ECA had obtained from the agencies.

8. Finally, the Committee would have to draw up a timetable for the orderly revision of the phase two programme so that any amendments to it could be submitted to the fifth Conference of Ministers.

9. Mr. Djomatchoua Toko, speaking on behalf of the Acting Secretary General of the OAU, who was unavoidably absent, welcomed participants to the meeting.

10. He then summed up the two main activities undertaken by the OAU, collectively and individually in 1984 within the context of the Decade.

11. The first concerned the Civil Aviation training centres, OAU had hosted the seventh meeting of the OAU/AFCAC/ECA/UNDP/ICAO Co-ordinating Committee during which consideration was given to the report on activities of the Addis Ababa centre, and the problems it was facing with respect to the new international centre including future contributions of States and the strategy of future action of the Committee, that is, evaluation of the real needs of States in training, the sensitization of States to the need to sign and/or ratify the convention establishing the Addis Ababa multinational centre, the steps needed for financing the centre. A programme of action has since been drawn up.

12. He then informed the meeting of OAU's participation in the fifth and sixth meetings of the Inter-Agency Co-ordinating Committee on the Regional African Satellite Communication System which were devoted to the adoption of the report of the fourth meeting of the Committee, the organization of its bureau and the drawing up of its work programme and schedule. In conformity with this programme, OAU, as Chairman of the Committee, had organized and hosted the seventh meeting of the Committee the objective of which had been to propose solutions to its operational problems, in particular the distribution of various tasks concerning the Regional African Satellite Communication System project, drawing up of a strategy for financing the project, and revision of the terms of reference of the study.

13. The report of this latter meeting had been submitted to the extraordinary plenipotentiary inter-governmental meeting of Transport and Communications experts. Outstanding problems, such as the distribution of tasks, were dealt with during the eighth meeting of the Committee, organized and hosted by OAU. Proposals would be submitted to the next Meeting of Experts.

14. To conclude, the OAU representative expressed the wish that the work of the present meeting would at the same time make it possible to define concrete proposals on socio-economic problems of Africa to be submitted to the Assembly of Heads of State and Government of the OAU.

D. ADOPTION OF THE AGENDA AND ORGANIZATION OF WORK

15. It was decided, by consensus, that in the present and all future IACC meetings, no agencies other than ECA and OAU would make oral general statements, but could submit written statements to the ECA secretariat, to be attached to the report and consequently provisional agenda item two was deleted and the following agenda adopted:

1. Opening of the meeting
2. Adoption of the agenda and organization of work
3. 1984 Report on Phase II of UNTACDA

4. Financial and physical evaluation of the UNTACDA programme
5. Report of the meeting between financial institutions and African inter-governmental organizations to explore strategies for financing the UNTACDA programme
6. Report on technical consultative meetings held in 1984 and those planned for 1985
7. Examination of the implications of resolution ECA/UNTACDA/Res.84/44 requesting ECA to study the prospects of a second Decade
8. Preparations for the fifth Conference of African Ministers of Transport Communications and Planning to be held in 1986
9. Date and venue of the next meeting
10. Any other business
11. Adoption of the report
12. Closure of the meeting

E. SUMMARY OF DISCUSSIONS

UNTACDA Report for 1984 (agenda item 3)

16. A representative of the secretariat introduced document DEC/TRANSCOM/IA/VIII/2 entitled "UNTACDA Report for 1984" by briefly enumerating the various United Nations and inter-governmental bodies to whom annual and biennial reports on UNTACDA are submitted including the Inter-Agency Co-ordinating Committee and pointed out that in future only one report and a latter supplement would be prepared for all the various bodies. He gave a summary of the activities of ECA during 1984 in implementing the UNTACDA programme and particularly the evaluation of the first phase programme and the adoption of the second phase programme.

17. With respect to the second phase programme, he drew the attention of participants to documents E/ECA/TCD/16 and 17, which contain and present details of the programme and briefly referred to the work of the last meeting of the Committee from 4 to 6 January 1984 which reviewed the programme before recommending it to the Ministers. He pointed out that the $18.3 billion second phase programme approved by the Conference of African Ministers of Transport, Communications and Planning was a re-affirmation of Africa's collective commitment to the Decade objectives.

18. He briefly reported on the results of the fifth and sixth technical consultative meetings held in 1984 and observed that the outcome was not particularly encouraging.

19. He drew the attention of participants to section VI of the report dealing with the Regional African Satellite Communication System and the work of the special Inter-Agency Co-ordinating Committee set up to deal with that matter and its activities in 1985.

20. With respect to the implementation of General Assembly resolution 38/150, he pointed out that most of the activities mandated in the resolution had been implemented and that the rest would be implemented in 1985 as stipulated in the resolution.

21. In the discussions which followed, the ECA Executive Secretary observed that the idea of a single report to various bodies was good and suggested that the meeting should agree on (a) the format, (b) inputs by agencies and organizations, and (c) the contents of the report. He suggested that the report should, among other things, indicate what member States had or were doing at the national and subregional levels as well as the activities of United Nations agencies and other organizations during the reporting period. With respect to the 1984 report, he observed that the first substantive chapter could deal with the physical implementation of the programme including activities by the governments, while the second chapter would cover regional and subregional efforts and the third chapter would deal with activities of the organizations in the countries, subregions and region. And the rest of the report could cover other activities such as technical consultative meetings, etc. In his opinion, the report was to give a synoptic view of the Decade during the reporting period.

22. The representative of OAU stressed that the general presentation of the activities should enable a determination as to whether the objectives of the Lagos Plan of Action were being met in the transport and communications sectors.

23. Representatives of several organizations expressed their views on the format of the report and the modalities of its preparation. Some preferred to have in each subsector a lead agency that would co-ordinate the production of a collective input in that subsector while others thought it better that each organization should submit its contribution to ECA and that ECA should then synthesize these various submissions into one sub-sectoral report. Yet others thought that there should be sub-sectoral committees that would meet and agree on a joint report which would then be submitted to ECA.

24. As to the question of format, the view was expressed that the report ought to highlight the impact of projects that had been executed and that this could best be conveyed by graphs and charts. While this view was generally accepted, it was,

however, pointed out that there were some projects that did not lend themselves to this quantitative assessment. In this respect, it was generally accepted that there ought to be flexibility on quantitative and qualitative approaches.

25. Finally, it was the consensus of the meeting that the report should focus not only on the progress made but on the problems of implementing the Decade programme.

26. In summarizing the discussion, the Executive Secretary said that (a) there was general endorsement of a single comprehensive report, (b) the report was to be a collaborative effort of all agencies and organizations, and (c) a sectoral approach was to be adopted, progress and problems were to be highlighted in the achievement of the UNTACDA objectives. In his opinion, the report would equally serve as the report, in the fields of transport and communications, on the progress of the implementation of the Lagos Plan of Action.

27. The Executive Secretary indicated that there were several ways of going about the preparation of the report: for the general approach, information for Chapter II had to be obtained from member States by ECA, while all agencies were to be involved in Chapter III but with certain agencies co-ordinating the activities, e.g., ITU in co-operation with PATU for PANAFTEL, ECA for the trans-African highways, etc. For the sectoral approach, organizations or agencies responsible for the preparation of the various modal and sub-sectoral inputs had to be identified and that it was necessary to devote two days prior to the meeting of the Committee for all the other agencies and organizations involved to consider and finalize the modal or sub-sectoral inputs. He noted that in future the Committee meeting would be longer but that the report on the implementation of UNTACDA needed to be a collective effort.

28. Some discussion ensued on the items that should be included in the report with some participants feeling very strongly that such important regional endeavours as the Regional African Satellite Communication System project and critical problems like data on propagation should be treated separately. The need was also emphasized to reflect the impact of subregional inter-governmental organizations such as ECOWAS, PTA, SATCC, etc. A number of participants then expressed their views on the components of the chapter dealing with the key regional activities. They each proposed the inclusion of additional activities which they considered important. In the end the following outline was adopted:

Chapter

I. Introduction (overview and summary)

II. Implementation of the UNTACDA programme at national level (progress and problems)

(a) Transport

- roads and road transport
- railways and rail transport
- maritime transport
- ports
- air transport
- inland water transport
- multimodal transport

(b) Communications

- telecommunications
- broadcasting
- postal services

III. Implementation of regional, subregional and inter-State link projects

(a) Transport

(i) regional inter-State links projects (by transport mode)

(ii) projects of crucial importance to development of transport in Africa

- Trans-African highways
- Optimal development of air transport (freedoms of the air, co-ordinated network of centres for aircraft maintenance and repair, facilitation, harmonization of timetables, air navigation facilities and services, etc.)
- Transport manpower development and regional training centres in Africa

(b) Communications: projects of crucial importance to development of communications in Africa

- PANAFTEL
- Regional African satellite communication system
- Propagation data in Africa
- Communications manpower development and regional training centres in Africa

IV. Contributions of United Nations specialized agencies and African inter-governmental organizations to the implementation of UNTACDA

(a) Transport

- roads and road transport
- railways and rail transport
- maritime transport
- ports
- air transport
- inland water transport
- multimodal transport

(b) Communications

- telecommunications
- broadcasting (including mass communication)
- postal services

V. International co-operation and support for the implementation of UNTACDA

VI. Special developments and issues and problems of significance during the year

29. The Executive Secretary suggested that all inputs from agencies and organizations should reach ECA before end of February 1985 and that all members of the Committee were to meet in March 1985. He stressed that it was very important that the OAU Summit scheduled for June 1985 should receive the final report, prior to ECOSOC and the United Nations General Assembly.

30. Concerning the methodology of preparation of the Chapter III sectoral reports it was agreed that:

(a) ECA and the United Nations specialized agencies will ensure co-ordination and drafting of reports on co-operation with the specialized regional organizations concerned;

(b) The various specialized organizations will finalize drafting of the sectoral reports during the sectoral working group meetings which will precede the meeting of the Inter-Agency Co-ordinating Committee;

(c) Sectoral reports prepared in this way will then be submitted to the plenary meeting of the Inter-Agency Co-ordinating Committee and will constitute Chapter III of the Committee's annual report on UNTACDA.

Concerning Chapter IV of the report, each organization concerned will present a report on its activities, and the texts will be harmonized during the working group meetings indicated in point b above.

31. With respect to some inaccuracies in paragraph 34 of document DEC/TRANSCOM/IA/VIII/2, the OAU representative was requested to submit a corrected version.

Financial and physical evaluation of the UNTACDA programme (agenda item 4)

32. A representative of ECA presented document DEC/TRANSCOM/IA/VIII/3. He recalled that in 1983, the Economic and Social Council had requested ECA to submit to it a report on the physical and financial status of the first phase programme of the Decade. Efforts to obtain the necessary information by the usual methods of sending questionnaires to governments on a six monthly basis and involving the country Liaison Officers with ECA came up against serious problems which he briefly enumerated and analyzed. Under the circumstances, ECA adopted the solution that was somewhat extreme, which was to send one official to each of the 50 member countries to collect the necessary information. Even this solution, which was quite expensive both in terms of staff and cost, did not solve the problems. That was why ECA was proposing to resort to a system previously discussed by the Committee, namely collaboration of organizations and institutions in the collection of data in their respective areas of competence, with the help of new questionnaires drawn up by ECA.

33. All participants acknowledged the difficulties involved in obtaining information. Collaboration between ECA, inter-governmental organizations and the specialized agencies was therefore indispensable. This collaboration could be in the following ways:

(i) ECA would communicate to the other organizations and institutions the information it had been able to obtain;

(ii) ECA would, before the end of meeting, establish a list of all the countries on which it had not been able to obtain any information;

(iii) the inter-governmental organizations and the specialized agencies would send to ECA as soon as possible the information that they had.

34. This would enable ECA to undertake a preliminary physical and financial evaluation of the first phase. The report of this evaluation would be submitted to ECA Ministers and then to the Economic and Social Council after consideration in March 1985 by members of the committee.

35. Certain new proposals were made by participants:

(a) to use a data collection mechanism similar to that of the UNDP;

(b) to convene an extraordinary meeting of governmental experts, for the purpose of obtaining the required information;

(c) to plan to include in the agenda of each ordinary meeting of governmental experts, an item on the collection of data;

(d) where they existed, to ask information by all the possible channels on national development plans.

36. Finally, some Committee members exchanged views on the best method of undertaking the evaluation of the progress made. Some expressed the view that use should be made of performance indicators to determine whether the targets originally set (e.g. the target of one telephone per 100 inhabitants) were being reached. Others pointed out, however, that in some subsectors there had been no performance indicators set and therefore such a method of evaluation could not be universally applied. It has been however agreed that performance indicators should be given to the extent possible.

Report of the meeting between financial institutions and African inter-governmental organizations to explore strategies for financing the UNTACDA programme (agenda item 5)

37. In introducing document DEC/TRANSCOM/IA/VIII/4, a member of the secretariat drew attention of the meeting to the report of the meeting between financial institutions and African inter-governmental institutions (document E/ECA/TCD/21) held in Addis Ababa on 14 and 15 June 1984. He gave the objectives of the meeting and highlighted its main results with emphasis on the role and terms of reference of financial institutions, the difficulties involved in financing regional and sub-regional projects in particular, and the Decade programme in general.

38. He summarized the meeting's recommendations to ECA and the progress of follow-up activities which ECA has carried out in implementing the recommendations.

39. In the discussions that followed, several representatives made suggestions and recommendations on how to improve the quality of project preparation and presentation, including possibilities of improving the fund-raising activities for the second phase of the Decade.

40. It was suggested that recommendations to inter-governmental organizations on the improvement of second phase funding should be made along with those to ECA, and that other agencies which are involved in the development of transport in Africa such as SATCC should attend the meetings of the Committee in order to avoid duplication of effort and the risk of submitting conflicting projects. In order to improve the quality of project presentation, a clear difference should be made between national and subregional/regional projects. It was recommended that in order to assist Governments in project formulation, information on project preparation should be dissiminated to the authorities concerned, and that seminars similar to those of the World Bank be organized on project preparation.

41. It was suggested that within the Inter-Agency Co-ordinating Committee a special committee be created and charged with the responsibility of mobilizing funds.

42. All these suggestions and recommendations were noted and would be studied for further discussion in the extraordinary meeting of the Committee in March 1985. More efforts would have to be made to win the support of financial institutions for UNTACDA projects.

Report on the Technical Consultative Meetings held in 1984 and those planned for 1985 (agenda item 6)

43. A representative of the secretariat introduced document DEC/TRANSCOM/IA/VIII/5. He pointed out that two technical consultative meetings had been held during 1984 and the third ones on air transport, had to be postponed to 1985. The documents for the meetings on railways and postal services, scheduled for September and November 1985 respectively, were under preparation.

44. The two meetings held in 1984 had been the one on roads, maritime transport and ports for the countries of North Africa, East Africa and the Indian Ocean islands held in Antananarivo and the one held in Harare which was devoted to projects of the whole region in the field of broadcasting. Funds for the meeting had been provided by the United Nations General Assembly.

45. The representative of the secretariat ended his introduction by thanking those Committee members from other organizations that had assisted during the preparation of the two meetings which had been held during 1984 and appealed for similar co-operation during the preparation of the three technical consultative meetings scheduled for 1985.

46. All the organizations that spoke in the discussion that followed confirmed that they would co-operate with ECA to ensure that the three technical consultative meetings were successful. They also requested ECA to evaluate the outcome of the meetings closely and recommend other means of mobilizing resources in the light of the experience gained from the technical consultative meetings.

47. The representatives of AFCAC and ICAO informed the meeting that their organizations were co-operating fully with ECA to ensure the success of the technical consultative meeting on air transport and that they would be discussing the organization of the meeting with the Transport, Communications and Tourism Division of ECA while in Addis Ababa.

48. The meeting on broadcasting had been particularly disappointing because the attendance by donors and African Governments had been poor in spite of all the efforts that had been made to make it successful, such as the provision of fellowships to African participants by ITU. It was therefore important to try and find out the reasons for poor attendance at these meetings.

49. This view was shared by the Executive Secretary of ECA who took the occasion to publicly express his appreciation to the Secretary General of ITU for the tremendous effort he had made for the success of that meeting. The decision whether or not to hold other meetings after 1985 would have to be made after a thorough evaluation of their effectiveness. Nevertheless, it was still important to ensure that those scheduled for 1985 were well prepared. Because the prospective host Government for the meeting on air transport had informed the secretariat very late of its inability to host the meeting, invitations had not yet been issued. In these circumstances, the time allowed to donors and Governments to decide on their participation was considered very short. ECA, ICAO and AFCAC were, therefore, requested to propose a new date for the meeting.

50. It was agreed that questions of modalities of organization of technical consultative meetings would be referred also to the special committee on mobilization of funds (as suggested in paragraph 41).

Examination of the implication of resolution ECA/UNTACDA/Res.84/44 requesting ECA to study the prospects of a second United Nations Transport and Communications Decade in Africa (agenda item 7)

51. It was unanimously decided not to proceed with examination of document DEC/TRANSCOM/IA/VIII/6 entitled "Prospects for a second United Nations Transport and Communications Decade in Africa" due to the following reasons:

(a) Since the current Decade ends in 1988, it was premature to talk of a second Decade when a physical and financial evaluation of the first had not been undertaken;

(b) First, each participant should study the draft report of the Joint Inspection Unit on the Decade and give a personal opinion of it, before we respond to this resolution.

52. Thus, the examination of this agenda item was postponed to the next regular meeting of the Committee at the beginning of 1986.

53. As regards its report on the Decade, the Joint Inspection Unit would be asked not to proceed with its distribution until it had taken all the various viewpoints into account; more so, the Committee should meet before its finalization in which it should be closely involved.

Preparations for the fifth Conferende of African Ministers of Transport, Communications and Planning (agenda item 8)

54. A representative of ECA presented document DEC/TRANSCOM/IA/VIII/7. He recalled that the fifth Conference would be held at Harare, Zimbabwe at the beginning of 1986, and that it would be preceded as usual by the fifth Inter-governmental Meeting of Experts. Only the preliminary agenda of these two meetings were presented, given the considerable time gap between this meeting and the Conference of Ministers. The various items proposed were briefly discussed and emphasis was laid on amendments to the second phase programme: the ECA secretariat proposed that 30 September 1985 be set as the deadline for submission to ECA of changes desired by member States and inter-governmental organizations and/or the specialized agencies in the programme.

55. No special remarks were made on this document for the reasons that:

(a) It only concerned a preliminary presentation;

(b) The proposed agenda was no long applicable, since the organizations present at the meeting would collaborate in the preparation of a report on activities carried out in 1984 and 1985 within the context of the Decade.

Date and place of the next meeting (agenda item 9)

56. The next meeting of the Inter-Agency Co-ordinating Committee would be held in Addis Ababa from 27 to 30 March 1985 and it would be conducted as follows:

- working group meetings 27 and 28 March;
- meeting of the Committee in plenary sessions 29 and 30 March. Objectives of these meetings are outlined in paragraph 30.

Any other matters (agenda item 10)

57. Under this item, the UNESCO representative mentioned that his organization was ready to collaborate with ITU to undertake a feasibility study on the Regional African Satellite Communication System. He said that if a financial contribution was necessary, the request should be addressed to the International Programme for Development of Communications (IPDC) before 1 July 1985. In addition, he mentioned projects already approved which are:

(a) ECA/ITU project on training elements of broadcasting in Africa;

(b) URTNA project on circulation and exchange of news and programmes by satellite.

He also said that three Decade projects would be submitted to the sixth IPDC session by the Pan-African Telecommunications Union, namely:

(a) PATU development of research in the field of communications;

(b) Regional satellite communication training centre;

(c) African advanced level telecommunications training institute.

58. The ITU representative informed the Committee that the ITU Conference of Plenipotentiaries had established an independent international commission for the development of telecommunications in 1982. This commission comprised 17 high-level personnalities in the field of telecommunications including representatives of African countries. The report on the work of this commission would be published on 22 January 1985 and extensively distributed, with a view to generating discussion at the international level.

59. Information was asked on the practical modalities of and arrangements made for:

(a) The extraordinary meeting of African Ministers of Telecommunications to take decisions on the Regional African Satellite Communication system project;

(b) The donors meeting on the Regional African Satellite Communication system.

60. As regards the proposal for the convening of a meeting with donors to consider the feasibility study on the Regional African Satellite Communication System, the ITU representative said that consultations were under way and that a meeting could be expected before the end of March 1985.

61. The following approach was proposed for the extraordinary meeting of ministers on satellite communications:

- OAU should communicate the report of the Inter-Agency Co-ordinating Committee to all members of the Committee;
- Comments on the report should reach OAU between now and the end of January 1985;
- OAU should convene a meeting of the Inter-Agency Co-ordinating Committee as soon as possible to examine the report and comments.

62. The Secretary General of PATU informed the Committee of meetings he had held with the Minister of Transport of Guinea, who is the current Chairman of the Conference of African Ministers of Transport, Communications and Planning, concerning the convening of the Conference mentioned under paragraph 61. It was agreed to request the Executive Secretary of ECA, in co-operation with the Secretary General of the OAU, to confer with the Guinean Minister about the convening of the Conference of Ministers of Telecommunications on the satellite project.

Adoption of the report (agenda item 11)

63. The draft report was adopted after amendments.

Closure of the meeting (agenda item 12)

64. During the closing session, the Chairman congratulated participants for the quality of the work accomplished and thanked them for their unreserved co-operation.

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ECONOMIC COMMISSION FOR AFRICA

REPORT ON THE EXTRAORDINARY MEETING OF THE INTER-AGENCY CO-ORDINATING COMMITTEE FOR THE UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

(Addis Ababa, 27-30 March 1985)

A. ORGANIZATION

1. The Extraordinary meeting of the Inter-Agency Co-ordinating Committee for the United Nations Transport and Communications Decade in Africa was held at Addis Ababa, Ethiopia, from 27 to 30 March 1985 under the Chairmanship of Professor Adebayo Adedeji, Executive Secretary of the Economic Commission for Africa.

B. ATTENDANCE AND PARTICIPATION

2. Representatives of the following United Nations organizations and specialized agencies and African inter-governmental organizations took part in the work of the meeting: United Nations Conference of Trade and Development (UNCTAD), United Nations Development Programme (UNDP), International Civil Aviation Organization (ICAO), Universal Postal Union (UPU), International Maritime Organization (IMO), African Civil Aviation Commission (AFCAC), Economic Community of West African States (ECOWAS), Mano River Union (MRU), Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR), Organization of African Unity (OAU), Pan-African Postal Union (PAPU), Port Management Association for Eastern and Southern Africa (PMAESA), Trans-African Highway Authority (TAHA), International Labour Organization (ILO), Union of African Railways (UAR), Union of National Radio and Television Organization in Africa (UNRTOA), ASECNA, Pan-African Telecommunications Union (PATU), Union douanière des états de l'Afrique centrale (UDEAC). The following participated in the meeting as observers: International Road Federation (IRF), World Meteorological Organization (WMO), United Nations Industrial Development Organization (UNIDO), United Nations High Commission for Refugees (UNHCR) and United Nations Educational, Scientific and Cultural Organization (UNESCO).

C. OPENING OF THE MEETING

3. In his opening statement the Executive Secretary of the ECA, Prof. Adebayo Adedeji welcomed all the participants to Addis Ababa for the Extraordinary Meeting of the Inter-agency Co-ordinating Committee (IACC).

4. He reminded the participants of the agreement, during the last IACC meeting held in January 1985, on preparation of a progress report reflecting the Decade activities in 1984. He further said that the report to be prepared according to the format already agreed upon during the January meeting, was to be a single comprehensive annual report detailing the progress in the implementation of the Decade programme in 1984, taking into account what ECA and other agencies have accomplished. He reported that some members of the committee had submitted their contributions to the report and reminded those who had not done so to provide them during the meeting of sub-sectoral working groups.

5. With regard to those projects which involved more than one agency, he said it was better to report on the progress of such projects instead of detailing separate reports on each agency's contributions.

6. Regarding the contents of various chapters of the consolidated draft report, which was distributed to participants, he informed the meeting that draft chapters one, two, five and six were complete. He urged the modal groups to work hard and complete chapters three and four for discussion in the plenary.

7. Concerning participation in the modal groups, he said that multidisciplinary organizations such as the ECOWAS, ILO, MRU, etc. could choose any one modal group they wished to join or even spend some time with more than one.

8. After urging the modal groups to complete their modal reports, he announced the working places and composition of each group and wished them success in their work.

D. ADOPTION OF THE AGENDA AND ORGANIZATION OF WORK

9. The following agenda was adopted:

1. Opening of the meeting
2. Adoption of the agenda and organization of work
3. Working group meetings to finalize sectoral reports on implementation of regional, subregional and inter-State link projects (Chapter III)
4. Plenary session to consider 1984 report on UNTACDA
   - (a) Chapter I Introduction (overview and summary)
   - (b) II Implementation of the UNTACDA programme at nationl level (progress and problems)
   - (c) III Implementation of regional, subregional and inter-State link projects
   - (d) IV Contributions of United Nations specialized agencies and African intergovernmental organizations to the implementation of UNTACDA
   - (e) V International co-operation and support for the implementation of UNTACDA
   - (f) VI Special developments and issues and problems of significance during the year
5. Date and venue of the next meeting
6. Any other business
7. Adoption of the report
8. Closure of the meeting.

E. SUMMARY OF DISCUSSIONS

Chapter I: Introduction (agenda item 4 (a))

10. The Committee considered Chapter 1 of the draft report submitted by ECA and made the following amendments:

Para. 16 was amended to read as follows: "The PANAFTEL project also made significant progress in 1984 with two satellite earth stations and five microwave links being put into service with several others under construction. Now that the link between Botswana and Zimbabwe is in service, it has made possible telephone services between Botswana and Djibouti and the countries in between without transiting through Europe".

Chapter II: Implementation of the UNTACDA programme at national level (agenda item 4 (b))

11. In Chapter II, the following general observations and specific amendments were made:

The representative of ITU suggested that paragraph 28 be amended by the addition at the end of this sentence "However, these projects were complementary to the Decade ones and would help substantially towards the achievement of the Decade objectives".

Paragraph 41 was amended by deleting the part of the sentence "is still largely unimplemented ...." and replacing it with "has started off slowly".

The figure "90" in the last but two line of the paragraph was amended to read "19".

With respect to annexes II-IV, it was suggested and agreed that the unit of currency should be specified (i.e. US$m) in all the tables.

12. The ITU representative informed the meeting that the figures in Annex III on telecommunications were subject to revision after consultations with the secretariat on the basis of additional information to be provided by his organization. Similarly, the summary table on communications in Annex IV would be revised.

Chapter III: Implementation of regional, subregional and inter-State links projects (Agenda item 4(c))

13. The committee considered the report of the working group on air transport which comprised the text on optimum development of air services combined with the conclusions of the ICAO study entitled: "International passenger and freight transport in Africa". The working group decided to include only the activities relating to optimum development of air services and freedoms of the air in Chapter III and to transfer the other activities to Chapter IV. The committee adopted this report.

14. Considering part C of this item entitled "Development of transport manpower and training centres in Africa", the Committee reviewed paragraph 143 of Annex III of the report of the Working Group on rail, inland water and multimodal transport and agreed to replace it with paragraph 129 of the original draft report.

The Committee examined the report of the working group on postal services on this issue and decided to include the relevant information in the general report.

15. The representative of MINCONMAR noted that regional and subregional projects on maritime transport were not duly reflected in the chapter and strongly recommended that the most important projects be included in it. The Committee decided that ECA secretariat should incorporate, in the report, available information on the projects.

Chapter IV: Contribution of the United Nations Specialized Agencies and African Intergovernmental Organizations to the Implementation of UNTACDA (agenda item 4)

(a) Roads and Road Transport

16. The representative of ECOWAS, the designated lead agency for the Roads and Road Transport (RRT) Working Group, in presenting the report of his Group to Plenary, briefly highlighted the achievements of each agency. He said that TARA, MRU, IRF, ILO, UDEAC, TEAHA, ECA and ECOWAS participated in the RRT Working Group. He said the RRT Group had adopted executive summaries of the accomplishments of the agencies for inclusion in the UNTACDA annual report. The meeting adopted the executive summaries as presented.

(b) Railways, Inland Water and Multimodal transport

17. Contributions in respect of the rail transport sector dealt mainly with training and establishment of training institutions as well as execution of feasibility studies and related activities.

18. With respect to the inland water transport sector, contributions related to training and technical assistance, studies on the navigability and improvement of waterways and purchase of equipment.

19. Contributions in respect of the multimodal transport sector were technical assistance and execution of various studies.

20. After considering the report, the committee requested ECA to finalize it and to include it in the final report.

(c) Air Transport

21. The committee considered the report of the working group on air transport and adopted the amended texts on the activities of ICAO, ASECNA, UDEAC and ECOWAS. The adopted text constitutes chapter IV(v) "Air Transport" of the main report.

(d) Ports and Maritime Transport

22. The Committee considered the report of the working group on ports and maritime transport. No amendments or corrections were made and the report was adopted as a whole for inclusion in the chapter.

(e) Telecommunications

23. The meeting considered the report of the working groups on telecommunications Chapter 3 of the report dealing with the PANAFTEL network and Chapter 4 presenting a summary of sector activities undertaken by international and regional organizations were adopted without amendments.

(f) Broadcasting

24. The meeting then considered the report of the working group on broadcasting. The presentations of Chapter 3 and 4 of the report were also adopted without amendments.

(g) Postal services

25. The committee considered the report of the working group on postal services and adopted it without any amendments. It then requested ECA to include it in the general report.

Chapter V: International Co-operation and support for the implementation of UNTACDA (agenda item (4(e))

26. Having introduced Chapter V of the Report the Executive Secretary invited comments from the participants. The representatives of ITU, UPU and ECOWAS submitted papers reflecting activities of their organizations in international co-operation and support for the implementation of UNTACDA. Amendments were adopted and fully incorporated in the Report.

Chapter VI: Special developments and issues and problems of significance during the year. (Agenda item 4(f))

27. The representative of UNCTAD asked that an additional paragraph be drawn up mentioning the effective contribution made by the transport sector in the forwarding of emergency aid during 1984.

28. The representative of ITU requested the addition of a new paragraph, 206, recalling its contribution in connection with chapter 6.

28. Participants made no comments on the other paragraphs of chapter 6.

Date and place of next meeting (agneda item 5)

30. The Chairman informed the meeting of the offer made by ICAO to host the next meeting, subject to confirmation. He also recalled that UAPT had already made a similar offer which could not be carried through.

31. The representative of ICAO mentioned that consultations were under way and that his offer was still valid.

32. The representative of ECOWAS informed the Committee that his organization would be happy to invite the meeting to Lome in the event where ICAO did not uphold its intentions. His offer was subject to confirmation.

33. The Chairman mentioned in conclusion that the next meeting would take place during the first quarter of 1986 at a venue to be specified later, in view of the consultations under way.

Any other business (agenda item 6)

34. Representatives of certain organizations expressed the wish that the report would, in future, be more concise and that ECA would send questionaires to all member States of the Inter-agency Co-ordinating Committee to collect definite information on the status of projects.

Adoption of the report (agenda item 7)

35. The Committee adopted the report after some amendments. It agreed to include ICAO's amendments to the implementation of the air navigation plan, if they reached ECA during the first week of April 1985.

36. In his closing statement, Mr. Tchouta-Mousa, Acting Deputy Executive Secretary of ECA, said that Professor Adebayo Adedeji, the Executive Secretary, who traditionally chaired the IACC meetings, was unavoidably out of the country on official business and, therefore, was unable to preside over the closing ceremony. Professor Adedeji had requested Mr. Tchouta-Mousa to represent him during the consideration of the report and at the closing ceremony.

37. The Extra-ordinary meeting of the IACC had been able to mobilize views of all the agencies and produce, for the first time, a comprehensive report containing their collective achievements. The report would be given the final touches required to incorporate all of the amendments provided during the closing hours of the Extra-ordinary Meeting, and would be submitted first to the ECA Conference of Ministers as scheduled and then to ECOSOC and finally to the General Assembly. When the Executive Secretary presents the report at these meetings, he would be able to describe the individual accomplishment of each agency, and he would of course be speaking on behalf of these agencies, he said.

38. The programme of the second phase was really off the ground, the Deputy Executive Secretary continued, and with the kind of exemplary inter-agency collaboration just demonstrated, the ECA would be in a position to fully play its role as lead agency of the Decade. Although the Extra-ordinary meeting, being the first of its kind, had established an important landmark, a tremendous amount of joint effort would still be required in the remaining life of the Decade. He sighted examples such as the planned 1986 Conference of Ministers of Transport, Communications and Planning as one of the important coming events, which, being the next to the last meeting before the end of the Decade in 1988, would entail an assessment of the progress made; and necessitate reviews and revisions of programmes and priorities. The Inter-Agency Co-ordinating Committee would - therefore have to meet once again prior to that crucial meeting, sometime between January and March of 1986 to prepare for it.

39. He then paid tribute to the participants for accomplishing so much in such a short time, and for producing collectively an extensive report on the programme of the Decade in 1985; a report that would certainly enable ECOSOC and Donors alike to have a better insight into the UNTACDA programme.

40. Finally he wished everybody a safe journey home and declared the meeting closed.